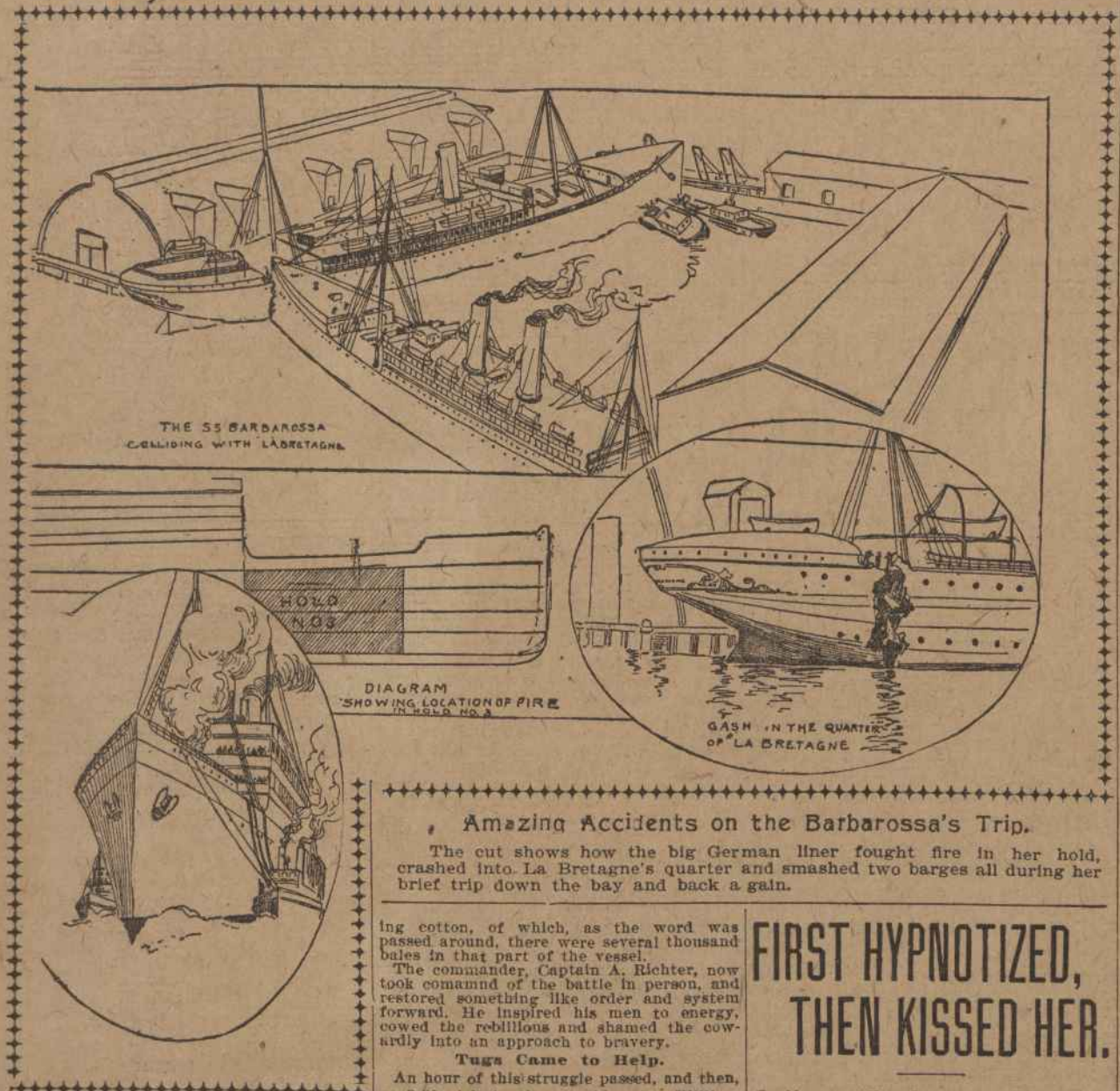


8,539 "WANT" ADS.
GAINED LAST WEEK
OVER SAME WEEK
LAST YEAR :: :: ::

ONLY THE
JOURNAL
PRINTS ALL
THE AUCTION
SALES :: ::
Advertised on
Page 12

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FIRE, PANIC, COLLISION MARK THE BARBAROSSA'S TRIP TO THE HOOK.



Amazing Accidents on the Barbarossa's Trip.
The cut shows how the big German liner fought fire in her hold, crashed into La Bretagne's quarter and smashed two barges all during her brief trip down the bay and back again.

ing cotton, of which, as the word was passed around, there were several thousand bales in that part of the vessel.

The commander, Captain A. Richter, now took command of the battle in person, and restored something like order and system forward. He inspired his men to energy, cowed the rebellious and shamed the cowardly into an approach to bravery.

Tugs Came to Help.
An hour of this struggle passed, and then, at 2:30 o'clock, the wrecking tug William C. Miller, the tug L. Pulver and R. T. Barrett and the New Yorker fireboat steamed along side to offer help. This was declined for two reasons. Steam—not water—is the best extinguisher for burning cotton, and to open the hatches to admit water would admit air also, and increase the fire.

Captain Richter declared, also, that he had the fire under control, and that the hour later the North German Lloyd's tug A. M. Mallard, with a representative of the agents, G. L. & Co., arrived. The side-wheel steamboat George Starr also appeared, having been sent down to transfer the passengers, but was sent back to the harbor without them. It was decided to put back to quarantine. A consultation by wire with the agents resulted in orders to return to Hoboken.

But the unexpected happened. The Barbarossa, coming into the North River, hugged the New York side in order to swing in wide curve across the river when a point opposite the Hoboken pier was reached. A strong ebb tide was against the Barbarossa's manoeuvre. She was proceeding slowly.

Came Into Collision.
Out beyond Pier 40 projected the stern of the long Campana, of the Cunard Line. Above, against the south side of Pier 42, lay La Bretagne, of the French Line, taking on her cargo for Saturday's sailing.

At the light house was in the Barbarossa's course, and the latter vessel headed out into the river a point to avoid her.

There was a good space of water after all between the Barbarossa's bow and the Campana's stern as the former passed on. However, the head of Pier 41, a freight depot of the Delaware, Lackawanna & Western Railroad. The Barbarossa hit the upper corner of this pier just as the tug was passing. The impact was such that the tug broke through the wire ropes an inch in thickness which bound the splices together.

Just across the slip between 41 and 42 lay La Bretagne, and the Barbarossa's prow swerved over so slightly by the pier-head collision, that it struck the helpless Frenchman. Another second and the blow came. The Barbarossa struck La Bretagne just abaft the mainmast. The shock was thrown through the upper plates and deep into the body of La Bretagne. There was a tumult of bawled orders and cries of pity and fear.

The Barbarossa's captain leaped from her moorings at her pier, and drove her fifty feet further in toward the shore.

Consternation Among Barges.
Here occurred another accident. Across the bows of La Bretagne, close on shore, lay two barges laden with ice. The Barbarossa's bow drove clear through the most of these like a knife through butter in July, and buried her bow deep into the one barge.

In the cabin of the first barge, the R. J. Foster, were the wife of Captain Paul and her two sons, Charles and August, fifteen and twelve years old.

The collision set their part of the boat adrift from the forward half, and careened it heavily. The masts from shaves and tables crashed around their heads. The terror-stricken family fled just in time to get on board the canal boat Flossie.

The Barbarossa's captain blamed the sheer water near the pier heads for the accident. He said that the helm would not work effectively because of the water.

After this exploit the Barbarossa backed clear of the Bretagne, with the assistance of several tugs, and arrived without further mishap at her pier in Hoboken, where the tug was moored against the pier head. Her apparent damage was that her prow was badly bent. The pier was scraped from her bow and some of her bow plates sprung. The fire was still burning in her hold.

The New York fireboat Zepher Mills followed the Barbarossa to Hoboken, and ran lines of hose on board. Two fire engines of the Hoboken department were sent to the dock, and began to pour water into the forward hold.

Fire Damage Confined.
Chief Engineer E. Rose, of the Barbarossa, was overcome by heat by the time the vessel arrived in Hoboken. He was carried, fainting, on deck, and the ship's surgeon attended him. He was said last night to be very ill. The smoke overcame several of the crew and New York and Hoboken firemen, but they were soon revived.

Captain Richter last night said that the criticism by the passengers of the conduct of the fire was exaggerated. That the drill and regulations were complied with, and that the men's work was efficient.

The extent of the damage to La Bretagne was difficult to ascertain last night, the pier being closely guarded and inquiries being met with a very respectful disposition on the part of the officials of the Compagnie Generale Transatlantique. General Superintendent Jean de Bockinde said that the vessel would be put into dry dock, and he hoped to make her ready for sailing by next Wednesday.

ASTOR TELLS WHY HE ABANDONS US.

We Say "Wealth Is Nothing" and Attack His Ancestor.

HE DESTROYS A LEGEND.

It Is Silly and Narrow-Minded to Say the Astors Do Not Sell Their Lands.

REVIEWS ON ASTOR'S LIFE.

He Has a Very Poor Opinion of the Early American Colonists, and of Their Descendants, Too.

Astor's Frank Admission.
I REMEMBER when a lad hearing my father say of some of the most virulent of these attacks, "It is enough to make one wish to abandon such a country." I subsequently learned to share—WILLIAM WALDORE ASTOR.

William Waldorf Astor tells why he quit America.

The form that he uses is not "to quit," but "to abandon," which is graver. He refuses a pretty legend of New York that lands of the Astors were not for sale. He says: "So silly and narrow minded a rule could be imagined by very silly and narrow-minded people."

He might have added: "To wit—the New Yorkers," but he has courtesy. He calls Powers, sculptor, the latter's Greek Slave, Power, the United States, "the poor man's country," descendants of the colonists, men who "have risen to the level of mere fillets of the soil." He does these things in his biography of his great-grandfather, John Jacob Astor, which has just appeared, and in the Pall Mall Magazine, which summarizes the biography.

He prints a genealogy of the Astor family which is an Odyssey. Pedro d'Astorg, of Castile, followed the Count of Toulouse to France and to the Crusades. He was killed at the taking of Jerusalem in 1100. Jean Jacques Astor, died in 1690. In 1694, at the revocation of the Edict of Nantes.

His grandson, John Jacob Astor, came to America in 1770. The latter's great-grandson, William Waldorf Astor, has removed to England.

Wealth Is Nothing.
He begins by saying in the summary of his biography:

I have often had occasion to remember a remark made with great solemnity by the American sculptor, Hiram Powers, at his studio in New York. He said, "I recall these words because they represent pre-eminently the characteristic and distinctive quality of a large part of the original American colonists and of their descendants. I failed to become a convert to Mr. Power's New England philosophy, whereas so many like Jean Jacques and his descendants are current in familiar American parlance."

He is ingenious and interesting, but it is sad that he does not know better the name of Powers. He tells of the original John Jacob Astor's coming to New York and gives the story of his life.

Mr. Astor's great-grandfather, John Jacob Astor, was a Swiss merchant who came to America in 1770. He was a man of great energy and ambition, and he was one of the first to see the possibilities of the New World.

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THE New York Journal has been officially appointed by the Foreign Office of the Netherlands as the sole representative of ALL the newspapers of America at the great Peace Conference at The Hague.

The Journal correspondent is the only representative of the American press formally recognized by the Peace Ambassadors of all the nations of the world.

PEACE CONFERENCE ORGANIZES, CZAR ELECTS DESTAAL, THANKS CZAR



(Copyright, 1899, by the N. Y. Journal and Advertiser.)

Premier of the Netherlands Selects the Journal to Represent the American Press at the Sitzings.

Captain Crozier and an Austrian Delegate Are the Only Persons Present in the Hall in Uniform.

THE HAGUE, May 18.—Only Twelve newspaper correspondents were admitted to the gallery of the hall of the House in the Woods during the session of the Peace Conference, one for each great Country.

The New York JOURNAL was selected by the Netherlands Foreign Office to represent American journalism. The JOURNAL correspondent was the ONLY AMERICAN permitted to witness the scene.

All other newspapers in the United States must receive their reports of the proceedings of the Peace Conference at SECOND HAND.

GREAT POWERS MEET TO ABOLISH WAR.
World's Peace Conference Opens at The Hague—Baron de Staal, the Czar's Spokesman, Is Chosen President.

(Copyright, 1899, by the New York Journal and Advertiser.)
THE HAGUE, May 18.—The era of international peace dawned to-day in one of the most beautiful spots in Europe, when delegates of all the world's greatest powers met in the secluded "House of the Woods" to plan the way of preventing war and bloodshed.

They gathered in a small octagonal room, small in that it was barely large enough to contain seats for the one hundred or more delegates. The walls are completely covered with magnificent paintings of the Dutch masters.

The delegates had driven more than two miles through The Hague's magnificent park to the secluded royal chateau. In an open field close to the roadway companies of soldiers drilling gave a jarring note to the peace which nature was doing her best to assist with perfect sunshine.

The first to ascend the palace steps was Baron de Staal, a small and feeble man, but nevertheless the Czar's trusted minister. He was wrapped in a heavy cloak, in spite of the warm weather, owing to his recent illness.

Munster the Kaiser's Spokesman.
Next came Count von Munster, Germany's Ambassador to Paris, aged and gray, but in the first diplomatic rank. In his suite was the warlike Stengel, with tall military attitudes striding along in full uniform.

Punctual to the minute of 2 o'clock the Americans arrived, with Ambassador White, quiet, polished and polite, leading, and with Captain Mahan, whom all Europe admires, by his side. Then Captain Crozier, in his military uniform, which looked modest beside those of the Germans, French and Austrians, entered with Minister Newell.

Messrs. White and Low took seats together and watched everything, but said nothing.

The tall form of Sir Julian Pauncefote almost filled the small doorway as he entered at the head of the Englishmen, flanked by General Sir Harry Howard and Admiral Fisher.

Red-fuzzed Turks, gorgeously gowned Chinese and snuffling little Japs poured into the room, and soon the delegates were all there.

Then the Americans, British and Russians became centres of groups of diplomats paying their respects and compliments. "The venerable De Staal stood beside the president's desk howling to the right and the left of the room amid the buzz of conversation.

Only Twenty-five Spectators.
High overhead, in a little gallery around the chapel, were twenty-five privileged spectators, including the newspaper correspondents, one for each country. Looking down from the lofty balcony the scene was

one of scant gray and bald heads and solemn men, nearly all in black frock coats. Occasionally there was a splash of color from a Turkish fez or the brilliant military uniforms.

After a quarter of an hour of informal talk M. de Beaufort entered from the vestibule and the doors were closed behind him. Bowing right and left he walked to the president's desk, accompanied by a general of the staff in glittering uniform. M. de Beaufort took the chair and the general stood beside him.

At 2:10 p. m. the gavel fell and the delegates took their seats, four on each bench, all facing the middle aisle, from opposite sides of the room. The president's desk is at one side.

Captain Crozier and one Austrian are the only accredited delegates in uniform. The other attaches withdrew.

Beaufort Welcomes the Conference.
"In the name of my august sovereign, I have the honor to wish you welcome," he spoke for five minutes, expressing his hope of peace, and ended by proposing Baron de Staal as president.

A low murmur of approval followed, and De Staal rose from his seat with the Russian delegation and took the president's chair. Speaking slowly, in a conversational tone, hating frequently, and with no attempt at oratory, this autocrat of the conference delivered a diplomatic speech, full of fine phrases, but conveying no hint concerning the great subjects to be considered.

He proposed De Beaufort as honorary president, and another murmur came from the delegates. It was so ordered.

De Beaufort read a telegram of congratulation to the Czar, and De Staal proposed one to Queen Wilhelmina.

Again there came murmurs of approval, scarcely audible, from the delegates, and it was so ordered.

The future meetings will be secret was the decision of the conference, and then it adjourned to meet Saturday at 11 o'clock. Then the delegates wandered about the palace inspecting the beautiful rooms. Some

walked in the gardens, and finally all grove back to their hotels. It was all over in twenty-five minutes.

Looking down from the gallery was a most interested spectator, the only woman admitted, the Baroness Suttner, whose book influenced the Czar to call the conference. It was a triumph for her.

FIRST SESSION FOR UNIVERSAL PEACE.
Unanimity Displayed at the Opening of the Peace Conference Augurs Well for the Future.

By the Associated Press
The Hague, May 18.—The Peace Conference opened at 2 o'clock this afternoon in the hall of the Huis ten Bosch, or the House in the Woods, two miles from The Hague.

The session to-day lasted only twenty-five minutes, and the apparent unanimity displayed was considered to augur well for the outcome.

M. de Beaufort, President of the Council and Minister of Foreign Affairs of the Government of the Netherlands, delivered the inaugural address and welcomed the delegates.

He spoke of the high honor conferred upon Holland by the choice of The Hague as the meeting place for the Conference, and extolled the noble initiative of the Czar, saying this would be a great day in the history of the century and expressing the hope that His Majesty would be able to look back at to-day as the most glorious day of his life.

He concluded by calling attention to the allegorical group over the doorway of the hall, "Peace Entering to Close the Temple of Janus," and said:

"I trust this beautiful allegory will be a good augury of your labors, and that after you have completed them you will be able to say that Peace, whom Art introduced into this hall, left it to spread its blessings among the whole of humanity."

Baron de Staal Takes 'Control.'
M. de Staal, the Russian Ambassador to Great Britain and head of the Russian delegation, informally assuming the presidency of the Conference, said his first duty was to express to M. de Beaufort his sin-

Big German Liner Puts Back with Cotton Cargo Blazing Surrounded by Helping Tug-boats.

Crashes Into La Bretagne and Two Barges in Dock—Dis-tinguished Cabin Passengers Show Little Alarm.

NEVER had an ocean liner so eventful and troublous a voyage in New York waters as that of the 10,500-ton North German Lloyd liner Barbarossa yesterday.

Before passing out Sandy Hook the cotton in her hold was discovered to be on fire and she was compelled to return to her dock.

On the way home the Barbarossa became unmanageable and ran into the steamship La Bretagne, lying at the French Line pier, at Morton street, North River.

La Bretagne had a gash cut in her side wide enough to drive a heavy truck through. The French ship was driven forward against two ice barges, one of which she cut clean in two.

The passengers' stories all agree that the fire was badly handled by the crew. Captain Richter himself, of the Barbarossa, relieved his chief officer and took charge of the fight against the flames. The Barbarossa's commander, however, declares that the passengers' judgment was at fault and that his crew worked efficiently.

The flames were subdued at a late hour last night.

The hand on board played "Shall We Meet Beyond the River?" as the huge fabric of the Barbarossa turned out into the river from her pier yesterday soon after 11 o'clock. The laughing and weeping crowd on the pier fluttered handkerchiefs and cried out a thousand last farewells to the departing vessel.

Chief Engineer E. Rose, of the Barbarossa, had come nearly opposite Sandy Hook and her 500 saloon and cabin passengers were in the dining room, the time being between 1 and 1:30 o'clock.

Then officers on deck suddenly saw smoke coming out of the forward ventilator funnels. The steerage passengers forward saw it, as soon, and there was commotion and panic in their part of the ship.

Chief officers began to hustle the steerage folk aft through the section devoted to the cabin people. They huddled along in disorder and great excitement, but the cabin passengers continued to eat with a lofty composure. The tremor of the machinery stopped, and the crew set to work to fight the fire.

Chief Officer Waite undertook this task. The Barbarossa carries a crew of 250 men. On an American or British ship the passengers would have expected military precision in the organization of this battle with the greatest of sea perils, and discipline, regularity and courage on the part of the men. The cabin passengers, saunt-ering away from the tables, to see, perchance to admire, an unusual scene, were disillusioned by the conduct of these German seamen.

The Hose Was Leaking.
There was evident to the veriest landman a lack of all these qualities. The men were in confusion and bewilderment when they were not actually mutinous. They had runnaged out from somewhere a leather hose, which they carried down the only open hatch into the forward hold. Through this steam was to be injected, as the readiest means of smothering the burn-

FIRST HYPNOTIZED, THEN KISSED HER.

College Professor Charged by Girl Student with That Offence.

Wichita, Kan., May 18.—Professor Charles Benning, of Kellogg College, was arrested to-night and lodged in the city jail, charged with hypnotizing several young women pupils. The warrant for his arrest was sworn out by Mrs. Ella Whalley. Her daughter was among the hypnotized ones.

Katharine Whalley is fifteen years old. Mrs. Whalley swears in her affidavit, on which the warrant is founded, that Professor Benning not only hypnotized Miss Whalley, but kissed her when he had brought her into the hypnotic state. This kissing is denominated technically as a cruel assault.

The girl is extremely pretty and a very bright pupil. She said very frankly to the Magistrate:

"Professor Benning had a way of passing his hands over the foreheads of us girls when he talked with us. Once he called me into the hall and grasped my hands real tight. I was only roused from the stupor which his hypnotism threw about me when he kissed me."

"When I told him I'd tell mother, he touched my forehead before I could stop him and then I forgot all about it. I never could remember to tell my mother."

Mrs. Whalley only heard of these things accidentally when she was told that the Professor had administered an unmerciful beating to her son. For this Benning was arrested.

Only last January Professor Benning was suspended from his official position by the School Board pending an investigation of a seemingly widespread charge of kissing girl students. There was no suspicion of hypnotism then. He returned to duty because none of the complainants would appear against him.

His trial is set for to-morrow, and it is expected that many young women will appear against him.

The case is of great local interest, because Professor Benning is such a favorite in society here.

PINGREE'S FRIENDS HAVE A NEW PLAN.
With Its Aid They Hope to Accomplish Municipal Ownership of Railroads Should the McLeod Bill Be Declared Unconstitutional.

Detroit, Mich., May 18.—In anticipation of an adverse decision by the Supreme Court on the question of the constitutionality of the McLeod bill, some of Governor Pingree's friends have been calling his attention to a new plan whereby the salient features of municipal ownership for Detroit may be accomplished without legislative aid, and the plan is said to be regarded with considerable favor by the Governor and the other members of the Street Railway Commission.

The plan that has been suggested is that the Commissioners should organize as an incorporated company, taking some well-known Democrat in, so as to give the organization a non-partisan complexion, and then to go before the Common Council and ask for a franchise something on the lines laid down in Tom L. Johnson's proposed security franchise, with a provision for three-cent fares and a further provision that at any time when favorable legislation can be secured, the property should become the city's.

The franchise would provide that no revenue should go to the company in the way of profits, but that everything but the net operating expenses should go into a sinking fund for the redemption of the bonds of the city, which would be secured with the securing of better street car property from the present owners.

It is pointed out that the city, by the non-assumption of any risk in the transfer of the properties and with low fares assured, could afford to be more liberal in the matter of a franchise than it would care to be in granting similar privileges to people who would operate the road merely for their individual profit.

It is also regarded as certain that the Common Council would give such a franchise to a company headed by the Governor, whose public career has been identified with the securing of better street car facilities for the city of Detroit.

In the discussions which have taken place over the proposed plan, the name of Mayor Maybury as one of the incorporators of the company has been suggested, and it is likely that, if the plan is adopted, an invitation will be extended to Mr. Maybury to become a member. The three members of the commission have informally decided to follow out this plan if it becomes necessary.